Department of Transportation
Project No. 83-258
Replacement of Bridge No. 00330
U.S. Route 1 (Boston Post Road) over Wepawaug River
City of Milford

July 22, 2009 at 7:00 p.m.
Conference Room A, Parsons Government Center, Milford

Minutes

Present:

Connecticut Department of Transportation (ConnDOT or Department)
Bartholomew P. Sweeney, Transportation Supervising Engineer
Mary E. Baker, Transportation Engineer
Jeff Mordino, District 3 Construction
Derrick Ireland, Rights of Way

Close, Jensen and Miller, P.C. (CJM)
E. Allen Randall, Liaison Director
Mark F. Levesque, Project Engineer

Presentation:

ConnDOT's Mary Baker and CJM's Mark Levesque presented the following information:

- Mary Baker began the meeting by describing ConnDOT's responsibility for initiating and implementing projects, CJM's role as Consultant Liaison Engineers, and the project goals.
- Ms. Baker summarized the existing Bridge No. 00330, which carries U.S. Route 1 over Wepawaug River in the city of Milford. It is situated between West River Street and North Street and carries two lanes of traffic in each direction. The bridge is a three span reinforced concrete slab structure, built in 1931, supported by unreinforced concrete gravity type abutments, piers and wingwalls. The concrete deck is overlain with bituminous concrete pavement. There are both balustrade and solid reinforced concrete parapets on each side of the roadway. The solid portions were previously damaged balustrade sections that had been repaired. The bridge is located on a slight horizontal curve and a slight rise in the vertical gradient from east to west. It has an overall length and width of 67 feet and 59.17 feet, respectively, and a curb-to-curb width of 50 feet. The Average Daily Traffic (ADT) on U.S. Route 1 at this site is 27,100 vehicles (2008).

- Ms. Baker next described the reasons for the project. She noted that the existing bridge is structurally deficient due to the deteriorated underside of all three bridge spans and the diagonal cracks on the northwest and southwest wingwalls that have opened up to ¾ inches. She noted that the bridge is also hydraulically inadequate due to its inability to pass the 100-year storm event and that the structure is scour critical. She noted that the east span had filled in with silt and aggraded material and vegetation was located in the waterway upstream and downstream of the east span due to the poor stream alignment. A bridge plan from 1927 showed the river was originally located to the west of the bridge but was moved for the original bridge construction to its current location. It appears as if the river is moving back toward its original location.
- Mark Levesque described the proposed construction, which involves the replacement of the structure with a new, slightly longer, two-span galvanized steel stringer superstructure supporting a cast-in-place composite reinforced concrete deck overlain with an asphaltic wearing surface. The superstructure will be founded on a reinforced concrete pier and abutments on pile supported spread footings. The proposed bridge will have a total length of 70 feet, a total width of 69.5 feet, and will be 56 feet wide between curbs. Two 12-foot lanes and a 4-foot shoulder will be provided in each direction as well as a 5.5-foot wide sidewalk on each side of the bridge. An open bridge railing system will be installed on both sides of the bridge. The roadway profile will be raised 9 inches and a slight vertical curve will be introduced in order to maintain the existing low chord elevation with the proposed beam depth. Full depth pavement reconstruction will occur to the approach roadways approximately 140 feet to the west and approximately 190 feet to the east of the bridge. The structure will be shifted to the west in an attempt to realign the channel with its natural stream bed location.
- Mr. Levesque described the proposed method to construct the bridge using stage construction. He noted that the bridge will be constructed in three stages. One lane of traffic will be maintained in each direction in both Stages 1 and 2. In Stage 3, two lanes of southbound traffic and one lane of northbound traffic will be maintained to complete construction of the north sidewalk.
- Mr. Levesque continued with a synopsis of project impacts with respect to the following:
    - Environmental Considerations – Wepawaug River is a regulated environmental resource. Environmental permits including the Inland Wetlands and Watercourses Permit, Flood Management Certification, and the U.S. Army Corps of Engineer Programmatic General Permit will be required to construct the bridge.
    - Public Utilities – Telecommunication, electric and cable television wires are located overhead of the bridge. There is a gas main along the south fascia of the bridge, an abandoned gas main under the south sidewalk, and a water main along the north fascia. There

is also a sewer main under the streambed north of the structure. Utilities will be relocated as necessary during construction activities. All utilities have been contacted and coordination will continue as the project develops.

- Rights-of-Way – The existing right-of-way for U.S. Route 1 is approximately 100 feet wide at the bridge site. Impacts to private property consisting of permanent and temporary easements are anticipated as a result of the project.

- Mr. Levesque concluded the presentation with statements of the anticipated project cost, funding and schedule:
  - Cost estimated at $5,000,000 for the entire project; 80% Federal funds and 20% State funds.
  - Construction is anticipated to start in the spring of 2012; the schedule is preliminary and predicated upon the availability of funding and the receipt of all environmental permit authorizations and property acquisitions.

Public Comments and Questions:

Mr. Bruce Kolwicz, Director of Public Works for the City of Milford, noted that the sewer main located under the streambed upstream from the bridge should be considered when placing the cofferdam for the bridge construction since its existing location is below the proposed cofferdam.

Ms. Baker responded that the City of Milford would be invited to the utility coordination meeting, which will occur within the next few months. Any concerns or requirements for the sewer main should be expressed at that meeting. Mr. Levesque noted that the use of soldier piles and lagging may be necessary in the area around the sewer main in lieu of temporary steel sheeting. Test pits may be necessary to determine the exact location of the sewer main prior to any cofferdam installation. Any as-built plans that the City may have for the sewer main should be provided to the State.

Mr. Kolwicz stated that access to the pump station located northwest of the bridge should be maintained throughout construction.

Ms. Baker responded that the existing access may be blocked temporarily during construction, but alternate access would be provided, if necessary, to maintain access throughout construction. Rights or easements may need to be obtained through the rights of way process for the bridge to maintain this access to the pump station throughout construction.

Adjournment: The Public Information Meeting ended at approximately 7:45 p.m.